

REMARKS

Claims 1-18 are now pending in the above-referenced application.

Claims 1 and 10 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over United States Patent No. 6,320,351 to Ng et al. ("Ng"). As amended, claim 1 now recites, in combination, that a module is connected to the positive terminal of the battery in such a way that it lies between the positive terminal of the battery and the loads. Furthermore, the claim recites that the module includes an arrangement for detecting the state of charge of the battery, a control unit for energy management as well as at least one supply output, by which the loads are able to be supplied with power. In addition, the arrangement includes a battery current measuring device which thus is a component of the overall module, and in the module itself there is present a battery disconnecting switch or fuse that lies between the battery and the generator terminal.

Such a design of a vehicle electrical system is not shown by Ng. Ng, for example, shows no module arrangement and also no arrangement for measuring the battery current that are included in a module. The Examiner himself admits that no means are present for measuring the battery current. The load-disconnect switch, which is connected to the positive terminal of the battery in the known circuit, is also not a component of the module mentioned. Thus, the comments of the Examiner, according to which it is obvious to use a module, if needed, and to design it as in the design approach claimed here, do not apply. Rather, it is based on inventive activity to arrive at a vehicle electrical system according to amended claim 1 when starting from the related art known from cited Ng.

The remaining references also do not show the combination of features of amended claim 1. United States Patent No. 6,690,140 to Larson, for example, shows a battery voltage sensor 46 which is connected to a battery terminal and supplies a voltage signal that is supplied to a control device 30 and is used primarily for diagnostic purposes. The sensors mentioned in column 4, lines 52-54 are current sensors which measure the current flowing into the battery or the current flowing out of it, and not the battery voltage.

United States Patent No. 4,963,461 to McRoberts et al. also fails to overcome the deficiencies noted above with respect to claim 1.

It is therefore respectfully requested that the objections and rejections be withdrawn,
and that the present application issue as early as possible.

Respectfully submitted,

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